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CENTRAL INTELLIGENCE AGENCY

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IFA Plants.

2. The IFA (Interessengemeinschaft Fahrzeuge und Automobile: Automobile and Vehicle Combine) embraces all factories which produce motor vehicles. The IFA Werk Horch and IFA Werk AUDI in Zwickau, the IFA Karosseriewerk in Werdau, the IFA Motorenwerk and the IFA Forschungs- und Entwicklungswerk (IFA, FEW) in Chemnitz, the IFA Motorenwerk in Schoenebeck, the IFA Motorenwerk in Brandenburg, and the IFA Karosseriewerk in Dresden all belong to this combine. There are also small auxiliary plants, the names of which I do not know, which belong to the IFA combine.

3. I would estimate that 4500-5000 people were employed at the IFA Werk Horch, 2500-3000 at the IFA Werk AUDI, 150-200 at the IFA, FEW Chemnitz and about 3000 at the IFA Motorenwerk, Chemnitz. I have no idea about manpower strength of the other plant. All the plants



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worked two eight-hour shifts, six days a week. (I do not know the exact hours.) I know that IFA, FEW Chemnitz often had people working overtime, but this was due to the nature of the work (research and development). Material shortages frequently caused workers to be idle for weeks at a time. When the material was forthcoming, the workers (in all the plants) had to work many extra hours to make up for time lost. During the idle periods, they were laid off, which naturally caused much discontent.

TYPES OF PRODUCTION AT THE SINGLE PLANTS

4. The IFA Research and Development Plant (IFA, FEW) was established in Chemnitz in the spring of 1951 and was planned as a central development and test institute for all the IFA plants. Prior to this time, each plant had had its own development and test section. New engines were designed, prototypes built, and tested here. Werk Horch in Zwickau produced the H3MB and H6M engines and assembled the H3A and H6 trucks. The H3A and H6 truck bodies were built at the IFA Karosseriewerk in Werdau. Werk AUDI in Zwickau assembled the IFA F-8 and IFA F-9 automobiles, the engines of which were produced at the IFA Motorenwerk, Chemnitz. These two engines, the F-8 and F-9, are two and three cylinder, two cycle engines. The IFA tractor Pionier was produced at Werk Horch in Zwickau. Production of the Pionier was later transferred to the IFA Werk Schoenebeck. The diesel engine for this tractor was produced at the IFA Motorenwerk in Brandenburg.

PRODUCTION PROBLEMS AND METHODS

5. On 16 July 1951, the testing department of IFA Werk Horch was transferred to the newly built IFA Research and Development Plant (IFA, FEW) in Chemnitz. My main task as the leading test stand engineer was to examine and remove defects which appeared in the engines, and to power test newly designed engines. The first engine tested was again the H3MB. Inferior components were the main cause of difficulty with this engine. Consequently, the greatest difficulty was overheating and resulting cracking of the engine heads. As early as 1950 (i.e. at Werk Horch), cracks had been appearing in the engine heads. This defect was overcome by using metals of different compositions (I never learned details of the metals used), which held up better after casting; by partially redesigning the heads (larger water coolant channels); and by controlling the casting process more closely (sand, a residue from the casting process, had been often left in the heads). The heads had been produced by Meyer and Steudel in Leipzig.

6. There was also a great shortage of non-ferrous metals such as bronze, brass and soldering materials. Since these metals were used to a large extent in radiator construction, many tests with new types of automobile radiators seeking to minimize the use of these materials were conducted. The radiator for the H3MB, as well as for the other models, was made at some radiator factory in Leipzig, which made all the radiators for the IFA plants. The next tests with the H3MB were with porous chrome-plated cylinder sleeves. The results of these tests were negative, since the chrome plating always flaked off, and the tests were eventually abandoned.

7. Many other routine tests involving oil pumps, water pumps, flywheels, etc. were also performed. The details of these tests are unknown to me.



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8. Based on experience learned from tests with the H3MB, the H6M diesel engine, a two-cylinder and a three-cylinder diesel engine were also tested. All four of these engines had the same cylinder bore and stroke, hence it was possible to interchange all the single parts, such as pistons, piston rods, cylinder sleeves, valves, valve springs, etc. These four engines thus comprised a light class (i.e. low hp) of engines, which were assembled by use of prefabricated machine parts (Baukastensytem). The IFA Universal fuel pump used with these four engines was also developed from the Deckel and Bosch pumps by an Ing. SANDNER. These four engines are now being series produced.

9. In the summer of 1952, using the same system of prefabricated machine parts, new engines with a larger bore stroke were designed. The four engines mentioned above were to be built in this heavy (i.e. greater hp) series. A prototype of the 4-cylinder diesel engine of this heavy series was completed and on the test stand when I left. I do not know if the other three engines of this heavy series are out of the design stage. However, it was planned to series produce the four engines in the heavy as well as the light series.

CLASS AND DESIGNATION OF ENGINES

10. The keying of the engine designations and other data is as follows:

H3MB : H-Horch, 3-three ton capacity, M-engine, B-type (series). This is a 4-cylinder diesel engine having 2000 rpm. and 80 hp. Light series.

H3A : H-Horch, 3-three ton capacity, A-type. The truck which utilized the H3MB engine.

H6M : H-Horch, 6-six ton capacity, M-engine. This is a 6-cylinder diesel engine having 2000 rpm. and 120 hp. Light series.

H6 : H-Horch, 6-six ton capacity. The truck which utilized the H6M engine.

? : Two buses, built at the IFA Karosseriewerk in Werdau, using the H3MB and H6M engines were being tested at the time I left.

? : A 2-cylinder diesel engine having about 30 hp. and 2000 rpm. Light series.

? : A 3-cylinder diesel engine having about 50 hp. and 2000 rpm. Light series.

SM4 : S-heavy, M-engine, 4-number of cylinders. This is the heavy series counterpart of the H3MB. Since all the plants have been centralized, the H-Horch designation has been eliminated. This engine was designed for 2000 rpm. and 120 hp. I later heard that 145 hp. had been obtained from it on the test stand. A vehicle for this engine had not yet been developed.

SM30 : SM (Sturmbootmotor)-assault boat engine. 30-thirty hp. This is a 4-cylinder outboard motor having 3000 rpm.



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11. In the summer of 1950, a plastic automobile body was developed at the Research and Development Plant at Chemnitz (IFA, FEW Chemnitz). Ing. LADEWIG (a small, fat man) developed a method of pressing Igelit and cellulose together (with heat) to form automobile bodies. I heard that series production of these plastic automobile bodies (for the F-8 and F-9) was to take place at IFA Werk AUDI in Zwickau.

12. In the spring of 1952, I had been given an old Wehrmacht assault boat outboard motor to repair and test. The IFA Motorenwerk, Chemnitz was to reproduce 150 of these engines (the SM-30). There were no design drawings available, so everything had to be copied from the engine which I had been given. Various parts (such as the carburetor and magneto) were no longer being manufactured and had to be newly designed. There were two Soviet officers at the plant to oversee the building of these engines. The 150 engines were built (I do not know if more than that were finally built) and sent to the USSR. This entire project lasted about a month.

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